



## BISCUIT HI-LO BAKING POWDER

Excels in biscuit making, because the life of the powder is slowly liberated into the dough.

No coarse and crumbly crust so frequent in biscuit. One heaping teaspoonful to a quart of flour.

The goodness of HI-LO is protected in moist-proof tins. Conforms with all pure food laws, State and National.

A DIME A POUND

At your Grocer's.

CONTINENTAL BAKING POWDER CO.

Nashville, Tennessee

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## CHANGE IN ROUTE OF PADUCAH LINE

Louisville And Nashville From  
Louisville West

Henderson Route to Irvington, Thence  
on Fordville Branch and Via  
Princeton.

TO CONNECT AT METROPOLIS

It has developed that there has been a slight change in the route of the railroad which is now being built in pieces to make a thorough line from Louisville to Paducah, and is being backed by the Louisville and Nashville Railroad company, says the Courier-Journal. The line, as stated before, will be from Louisville, over the Henderson route to Irvington; from Irvington over the Fordville branch to Fordville. Already a line is being built from Madisonville to Hartford and a line of about twelve miles from Hartford to Fordville will have to be built giving a line from Louisville to Madisonville.

Already the Louisville and Nashville operates a line from Madisonville to Providence, a distance of ten miles. The change has been made in the route west from Providence. Instead of building the road from Providence to Marion, as first intimated, it will be built to Princeton, where two lines of the Illinois Central cross. From Princeton the line will be built to Paducah, a distance of 50 miles, and from there to Metropolis, Ill., where a northern connection will be made.

"The line from Madisonville to Princeton," said a well-posted business man, "will penetrate the richest coal fields of the state, which so far had but poor outlet. What the Louisville and Nashville Railroad Co. is after is a direct line from the coal fields of Western Kentucky to Louisville, which it has not now. The Illinois Central has practically had a monopoly on the coal business from Western Kentucky to Louisville up to this time. No one thing has had much to do with the recent scarcity of coal and of cars. Two lines penetrating the coal fields will give a better outlet and give all operators a chance to put their coal on the Louisville market."

"Although the Louisville and Nashville officials are unwilling to say that they are behind the construction of the road from Madisonville to Hartford, yet I know it to be a fact that they are. In fact, one of the leading officials of the Louisville and Nashville railroad was very anxious to find out where the Courier-Journal got its information that the company was preparing to invade the Paducah territory with a line from Louisville. A better thing could never happen for Louisville than the construction of the line invading the Western Kentucky coal fields by the Louisville and Nashville, and it is absolutely a saver for the coal operators."

"The reason why the percentage of cars furnished coal operators along the Illinois Central railroad in Kentucky is smaller than the Louisville and Nashville railroad is evident to me. The most of the coal on the Illinois Central is hauled to Chicago, whereas the Louisville and Nashville takes it to Louisville or Cincinnati. Of course there is no blame against the Illinois Central for wanting long hauls and wanting to play into the hands of Chicago, but Louisville people are interested in the growth and development of Louisville and Kentucky."

**LEARNING FROM THE JAPANESE.**  
In a few respects the qualities of the people of Japan are worth the study of the most advanced races of the earth, but it is easy to go into an idealization of these points far beyond their material value. The politeness of the Japanese, their consideration for each other and freedom from rowdiness are commendable traits and proofs of civilization. Their poetic enjoyment of nature has a kinship with the spirit of the ancient Greeks. Their courage, which has a basis of fatalism, is admitted. In this particular they equal the Turks. In patriotic devotion, mixed with unmeasured pride in an extremely old dynasty, they are capable of any sacrifice. Patient industry, adaptive quickness and manual skill are among their best capabilities. Some of these characteristics are due to the dense population of the few islands composing the empire. Where the average of people is hundreds to the square mile there must be civility or a state of war. Minute training is a result of crowded conditions where the farmer



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are small patches of land, and the handicrafts are adjusted to small means and low wages. Freedom from ruffianism is an unquestionable virtue, and, like the politeness, comes in some degree from the terms on which a populous society is carried on. Quickness in imitation is an evident Japanese gift.

But to say that we have as much to learn from the Japanese as the Japanese have to learn from us is an extravagant statement of the case. Racially, speaking in the physical sense, the people of the United States have no desire or intention to take anything from the Mongolian stock. The Japanese are undersized, and not handsome according to any occidental standard. No intermingling of their strain of blood is wanted or could be viewed as other than a lowering of the highest physical development and personal comeliness. "We're as good as you," is something the yellow races cannot assert in a physical sense. There is a proper pride of pure blood, and the white race will tolerate no yellow or other blend of a degenerate nature. In this fundamental respect Americans propose to learn nothing from the Japanese. The Japanese are more than welcome to keep their own strain of blood, their type of countenance and stature from any American admixture. A barrier line exists here that can never be crossed and nothing can go into treaties that will alter the natural flat against miscegenation ideas. There are already too many mongrels in the world and the white race is not in favor of their increase. Between the white and yellow races little in common exists in social methods and aspirations. While the Japanese are an interesting and deserving people, Americans do not want them for kindreds.

Not much of value was obtained from the Japanese when communication was first opened about fifty years ago. They have learned a vast deal from the white race and been acute in the application of the borrowed knowledge. Their navies and military science are modeled from the nations of the west. Their machinery and practical science are copied from the same source, and so are their railroads, electric appliances and commercial methods. Their constitutional forms of government are wholly imitative. The torpedoes with which they stole a march on the Russian ships were invented by Americans. Englishmen or Frenchmen. Their latest war was with a topheavy autocracy bent on wicked territorial aggression. They would be foolish to plume themselves on that conflict as a true test of racial superiority, or equality. When the truth is calmly analyzed it will be perceived that the people of the United States have little that they can learn from the Japanese with any advantage to themselves. The progress of the white race was satisfactory during the centuries that Japan was sealed against all foreign intercourse. What went on during that period among the Japanese was of little consequence to the rest of mankind.—St. Louis, Globe-Democrat.

## COAL GRAB CAUSES SUFFERING

Fuel Famine Along the Burlington  
Due to Confiscation of Shipments.

Omaha, Neb., Dec. 26.—Judge Munger today issued an injunction prohibiting the Burlington railroad from confiscating coal belonging to J. E. Woodward & Co., who have mines at Dietz, Wyo., and en route to towns where there was a fuel famine. A suit to recover \$20,000, the value of the coal alleged to have been seized from this company in the past two months, was filed. More than a hundred carloads have been taken, and the mining company has only learned of the proceeding through complaints of customers. The railroad claims emergency justified the proceeding, and has offered to pay, at the cost of production, the coal seized, say the plaintiffs in their petition, would have relieved the fuel famine materially in certain northwestern towns.

## MOROCCO FEARS BANDIT CHIEF

Government Anticipates Attempt to  
Wage War on Sultan's Forces.

Tangier, Dec. 26.—It is reported here that Ghaloul, the bandit leader who has been in control of territory in the neighborhood of Tangier, is actively engaged in arming bands of men, and there is much anxiety here as to whether he will fight the sultan's forces or not. The government troops, under the command of Sid Mohammed Gabbas, minister of war, are in camp near here. They number over 2,000 men and are better equipped than is usual with the sultan's soldiers.

Life never proposes a problem to any man greater than his ability to solve.

In a New Haven Y. M. C. A. a Bible study class of Hebrew boys is studying the Old Testament.

Glass brushes are used by artists who decorate china. They are made of glass fibres as thin as spun silk.

## THREE BUILDINGS BURN AT COLUMBUS

Telephone Exchange Destroyed  
Among Others

Damage Will Amount to About \$30,000,  
Only Partially Covered by  
Insurance.

ORIGIN OF FIRE IS UNKNOWN.

Columbus, Ky., on the Mississippi river, a short distance from Wickliffe, was visited by a destructive fire this morning shortly after 1 o'clock, and the damage is roughly estimated at \$30,000, partly covered by insurance. The fire originated in the Wright building, in which the branch office of the Cumberland Telephone company is located. It rapidly spread until adjoining buildings were consumed. The cause is unknown.

The Wright building, being occupied by the town dancing hall, telephone company office and a few private offices, was totally destroyed.

The Moss, Hefley & Moss general merchandise store next door was completely destroyed.

The Columbus bank building was partially destroyed but the books and valuable papers remain intact.

The first news of the fire reached Paducah through a telephone message to headquarters telling of the burning of the exchange building.

## EXPANSION OF COMMERCE

A study of the foreign trade of the various nations shows an expansion which gives some indication of the vast development in commerce and industry throughout all the civilized world. Familiar as we are in this country with the great increase in the foreign trade of the United States, our imports and exports now aggregating over \$3,000,000,000, we are not quite so familiar as we should be with the fact that a similar expansion is going on elsewhere. The Iron and Coal Trades Review of London, in discussing this situation, says:

One of the wonders of the modern world—a wonder much greater in its origin, its development and its actual magnitude than any one of the seven wonders of the Old World—is the extraordinary large international trade of the United Kingdom, both absolutely and relatively to that of other countries. This phenomenon has probably been as marked in 1906 as in any previous year. If, indeed, it is not more so.

Then pointing out that the United Kingdom has less than one-half as great a population as the United States, and that its resources are less than ours, the Review shows that for the first eight months of the present calendar year the United Kingdom has beaten the United States alike in import and export trade, and that the total volume of the two has exceeded by over \$900,000,000 the value of the corresponding trade of the United States. Commenting on this the Review says:

The principal elements in the huge volume of differences represented in these figures consist in our exports of coal and iron and our imports of iron ore and iron products. In these we are ahead of all other nations. The United Kingdom excels in two other directions. We consume a much larger volume of non-indigenous food than the United States, and we are also greater per capita buyers of articles of luxury, among which wines and tobacco in its various forms occupy a prominent position.

The condition which prevails in Great Britain as to foreign trade are likewise seen in Germany, whose foreign commerce for 1906 is exceeding anything in the previous history of that country. The increase in the imports and exports of Germany during the first six months of this year has been \$200,000,000 over the corresponding time of last year. France has likewise increased, and in the first eight months of the year the gain was \$160,000,000, while Belgium shows a gain of \$85,000,000. Other countries are also showing a material increase. Egypt, Japan, British India and Canada all being in the list of countries whose foreign trade is expanding, Japan alone of all the leading countries being the only one that has materially reduced her imports. Commenting on the gain in Germany and France the Review says:

This is a stupendous stride when one recalls what a relatively small thing the foreign commerce of Germany was only a few years ago. The iron and steel exports and both the imports and exports of coal have played a prominent part in the German expansion of the present year. Alike in the imports and in the exports of coal, the development in 1906 has exceeded that of any previous year. This has also been the case with the imports of iron ore and the exports of iron and steel. One of the explanations of the large increase in German imports has been the greater volume of iron ore, which Germany increasingly calls for and has increasing difficulty in procuring. The prospects of the future in this respect are not satisfactory to German ironmasters, seeing that Sweden and Spain are alike looking forward to limitation of ore exports by taxation or otherwise. France is in-

## RIVER NEWS

River Stages.		
Cairo	33.6	0.2 fall
Chattanooga	6.6	1.1 fall
Cincinnati	26.4	4.6 fall
Evansville	31.0	3.5 fall
Florence	5.9	1.1 fall
Johnsboro	11.0	... fall
Louisville	9.4	1.6 fall
Mt. Carmel	8.0	3.4 fall
Nashville	17.5	8.0 fall
Pittsburg	3.2	2.4 fall
Mt. Vernon	31.6	2.1 fall
Paducah	30.5	0.5 fall

Those members of the different boat crews who are sober this morning, are busy rounding up the other members who celebrated too extensively yesterday. The wharf is strangely dull compared with the activity of the pre-Christmas trade. Only one packet touched at the wharf yesterday.

The John S. Hopkins came in from Evansville yesterday morning and left before noon on the return trip. There will be a packet only every other day in the Evansville trade while the Joe Fowler is tied up for overhauling.

The new steamer John A. Patton arrived late Monday afternoon from Louisville and today is receiving repairs to her boilers, and probably will set away for Chattanooga tonight or in the morning.

The towboat Condor arrived yesterday from Joppa to spend the day here and returned this morning to work. The crew "got theirs."

"Doc" Carrow, a sawyer at the dry docks, took an involuntary plunge into the cold river yesterday from the docks while moving a barge. He says he generally takes his annual bath on New Year's, but is several days ahead.

Again the schedule of the Buttort has been changed and that steamer will leave here on Sundays and Tuesdays. The Buttort will not arrive here until next Sunday and then will leave for Clarksville on the short trip.

Emerson's show boat arrived Monday afternoon to go into winter quarters.

A good Steason hat was found floating in the river near the dry docks this morning. It was sold by a Vicksburg dealer and probably was lost in some steamboat scuffle or from some riverman who was "all in."

The Charles Boeckler passed down from Cincinnati for the Mississippi river yesterday.

The Harvester left today for Pittsburg after having been here several days.

The City of Memphis arrived Monday night from the Tennessee river and is tied up in the mouth of the Tennessee for a week or longer.

The J. B. Pinter passed down yesterday with a tow of 40 barges of coal. At Cairo the tow struck the bridge and two barges sank.

The river fell 5 in the last 48 hours, the stage this morning being 30.4.

Open the bowels—DeWitt's Little Early Risers are recommended and sold by Lang Bros.

The prices on all  
holiday goods have  
been greatly reduced.



Established 1868

## FINANCIAL FACTS

Accurately, Completely and Conveniently  
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The New York Times Weekly Financial Quotation Review

Every Monday

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Complete details of sales of stocks, number of shares sold, first, high, low and last price, high and low prices during current year, and range for previous year. Amount of each issue of capital stock outstanding, with par value.

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Stocks which have not been traded in during the week are placed in a table by themselves, with date upon which they were last dealt in and price of sale, range for the year and dividend and capitalization statistics.

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Total sales, high, low, closing and last bid and asked prices for active bonds and inactive bonds as well as government and state bonds.

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Reports of transactions of stock exchanges of Philadelphia, Baltimore, Chicago, Boston and other cities.

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Monthly returns of all the great railroads and industrial companies fully tabulated.

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Record of events in the financial markets of special interest to those who follow the nature of their business, must follow the course of the markets.

Sample Copy on Request.

Annual Subscription \$1.00; with Serviceable Binder \$2.00.

The New York Times

"All the News That's Fit to Print."

Times Square, New York City, N. Y.

Who Gets the Present?

Holders of the following cash sales tickets can get the presents as indicated.

On Wednesday or Thursday

On Friday

On Saturday

1st prize (big doll) 6243 6462 7492

2nd prize 6845 7207 8538

3rd prize (gold pen) 8553 7238 7082

4th prize 8024 8550 6114

5th prize 7716 6874 7389

6th prize 7091 8293 6271

7th prize 7540 7096 5576

8th prize 6185 8132 7529

9th prize 7473 6663 6838

10th prize 7423 8276 8205

As shown above, there are three numbers on each prize. If the holders of the tickets in the first column fail to claim the presents by Friday, the holders of the tickets in the second column can get the prize. On Saturday the tickets shown in the third column are entitled to the prizes if they have not been previously delivered.

D. E. WILSON

Book and Music Man at Harbour's Department Store.

BUT IT'S HARD ON THE HORSE.

"Ah, Reginald, there's nothin' like drivin' behind a high steppin' 'toughered, is dere?"

increasing her imports of coal and iron ore and her exports of raw and finished iron and steel. This process is likely to continue.

This world-wide expansion of commerce is one of the most remarkable events of modern times. In considering trade conditions it has not been taken fully into account by the majority of people, and hence their failure to fully grasp the wonderful business activity which is prevailing throughout the world.—Manufacturers' Record.

Open the bowels—DeWitt's Little Early Risers are recommended and sold by Lang Bros.

The ordinary man would tell fewer lies if other men did not ask him so many questions.

Nobody but a real hero will go into a battle when he knows the enemy is going to defeat him.

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